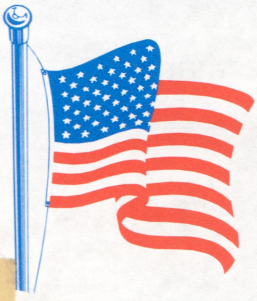
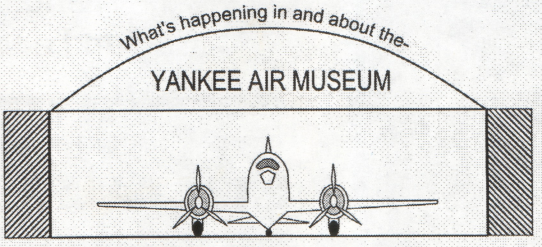
The Newsletter of the Yankee Air Force





Hangar Happenin's

What's happenin' this month ?

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Colder than it looks!

Wintertime in Yankee Air Museum's Air Park PHOTO BY DAVE STEINER

REMEMBER A VETERAN THIS VALENTINE'S DAY

Join us on the web: www.yankeeairmuseum.org

February 2004

Yankee Air Force, Inc.
d/b/a Yankee Air Museum
A Non-Profit Organization
501(c)(3)
2041 A Street - East Access
Willow Run Airport
Belleville MI 48111

Hangar Happenin's is the monthly newsletter of the Yankee Air Force.

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1919 - 2000

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Bill Colwell
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Bill Hanney
Brian Higgins
Randy Hotton
Ray Hunter
Joe Leugers
Andrew Robinson
Dave Steiner

Ex Officio: Dennis Norton

MEETING SCHEDULE

General Membership
1st Wednesday of Month - 7:30 PM
All Members & Guests Welcome

Flyable Aircraft Meeting
2nd Wednesday of Month - 7:30 PM
Everyone Welcome

Board Meeting
3rd Wednesday of Month - 7:30 PM
All Members Welcome

Staff Meeting
4th Saturday of Month - 10:30 AM
All Department Chairs & Managers

MUSEUM WINTER HOURS
January - February

10 AM - 4 PM THURSDAY - SATURDAY
12 NOON - 4 PM SUNDAY

Phone: (734) 483 - 4030
Fax: (734) 483 - 5076

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Visitors to our Museum
during **December 2003** were from
12 of our United States
and from
England and Germany

PAST DATES OF INTEREST

* * * * * * * * * * * * * * * * *

2 Feb 1941	Happy Birthday ***USO*** !
4 Feb 1902	**Charles Lindbergh** born in Detroit
10 Feb 1908	First **Army airplane contract** signed with Wright brothers
12 Feb 1973	USAF C-141 Starlifter lands in Hanoi, North Vietnam, to pick up our first returning **prisoners of war**
20 Feb 1962	First US orbiting of Earth by **John Glenn**
23 Feb 1945	US Marines battle to top of Mount Suribachi on **Iwo Jima** and hoist the US Flag
27 Feb 1991	***Desert Storm*** ground war ends after 100 hours
28 Feb 1994	**NATO**'s first combat: 2 F-16s down 4 Serb Galebs

* * * * * * * * * * * * * * * * *

In Memory Of...

William C. Mell
#3714 WR
passed away
18 December 2003

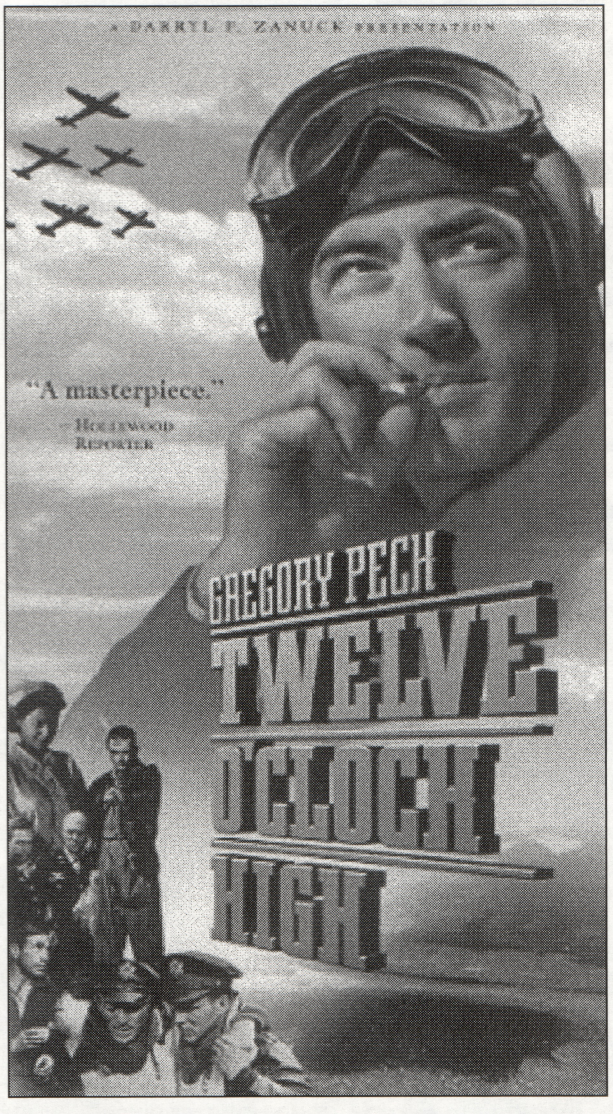
Our sincere sympathy to
Don Burke
on the recent loss
of his father.
Don has been in Florida
helping his mother
prepare to move
to Michigan.

The *HH* Staff misses Don and his help in producing each issue on time.

To contact Hangar Happenin's
E-mail: **hangarhapps@yankeeairmuseum.org**
Phone: **(734) 483-4030 Ext 219**

YAMFFFF

Yankee Air Museum to Feature B-17 "Flying Fortress" Tour, Keynote Speaker and Film Series



No refunds, but will re-schedule in event of bad weather.

On February 21st, Yankee Air Museum will begin a **Fundraiser Feature Film Festival** series at the Museum for members and guests. The film program is designed to increase public awareness of our Museum and to increase membership and interest in its many activities. February's film feature is **TWELVE O'CLOCK HIGH**. The following short review of the 132-minute film was borrowed from a website. Its author was not listed.

"Dashing Gregory Peck stars as General Frank Savage, commander of the 8th Air Force during World War II. Loosely based on the true story of Major General Frank A. Armstrong, TWELVE O'CLOCK HIGH begins with Savage appearing to be a fearless fighter with almost no compassion for his men. Told in flashback from the perspective of Major Harvey Stovall (Dean Jagger), the story unfolds as Savage takes over Stovall's Bomb Group in 1942. The company has suffered numerous losses, morale is at an all-time low, and the tired pilots and their crews are immediately antagonized by Savage's obsession with discipline, leaving Savage and Stovall with the onerous task of rebuilding the pride of a fighting force that despises its leader. Jagger received an Oscar for his efforts, but the real star is Peck, exhibiting a vast repertoire to portray a complicated character. Using actual combat footage from both American and German cameras, director Henry King creates an environment in which bravery and heroism count but war itself is anything but romantic."

The famous movie begins with the following dedication: "This movie is humbly dedicated to those Americans, both living and dead, whose gallant effort made possible daylight precision bombing. They were the only Americans fighting in Europe in the fall of 1942. They stood alone, against the enemy and against doubts from home and abroad. This is their story."

The film will begin at 1730 hrs (5:30 PM) in the Yankee Meeting Room with **free soft drinks and popcorn**. After the film, attendees can take part in a guided tour of the interior of the B-17G Flying Fortress *Yankee Lady* owned and maintained by the Yankee Air Museum. If available, there are plans to have B-17 veterans at each of the crew stations inside the aircraft to answer questions and to describe their roles in World War II.

Member admission is $5 each.

Non-member guests will be charged $10 with that amount credited toward their Yankee Air Museum membership if they choose to join.

Guaranteed tour admission by advance purchase only !

To make reservations for this event, complete and mail this form with your check payable to:
Yankee Air Museum, Attn: FFFF, PO Box 590, Belleville, MI 48112-0590
Call **(734) 483-4030 Ext 202** for more info or to charge to VISA or Master Card ($10 minimum)

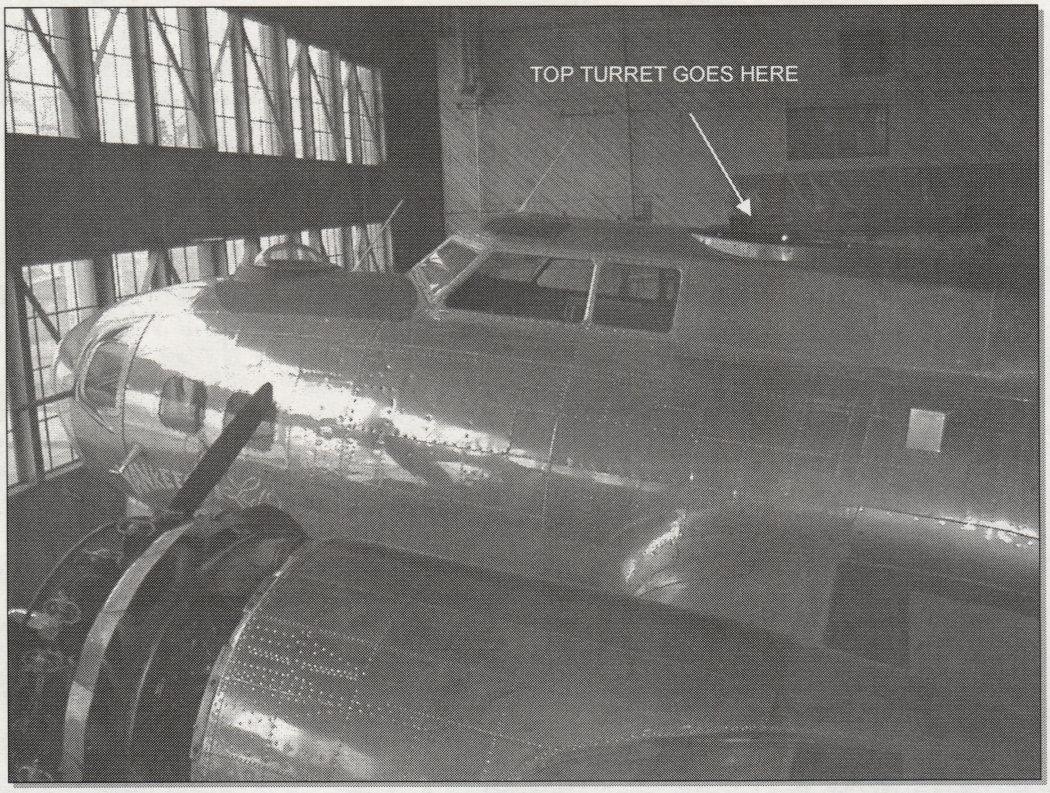
Name _____ Phone _____

Member seats ____ x $5 = ____ **Non-Member** seats ____ x $10 = ____ **Total** = $ _____

Saturday
21 Feb 2004
5:30 PM

Yankee Lady goes topless

PHOTO AND TEXT BY DAVE STEINER



Yes, it is true, our *Yankee Lady* has gone topless*!* Well, a bit more precisely she has gone top-turret-less, but then that would make for a much less interesting headline. The *Lady*'s top turret has been removed so new plexi-glass may be installed. **Jack Roush** has the molds for making the new pieces and his company will be making the new turret parts along with a new radio hatch "glass."

Our Polishing Party will be held Saturday, April 3rd, so the aircraft will be put back together by then.

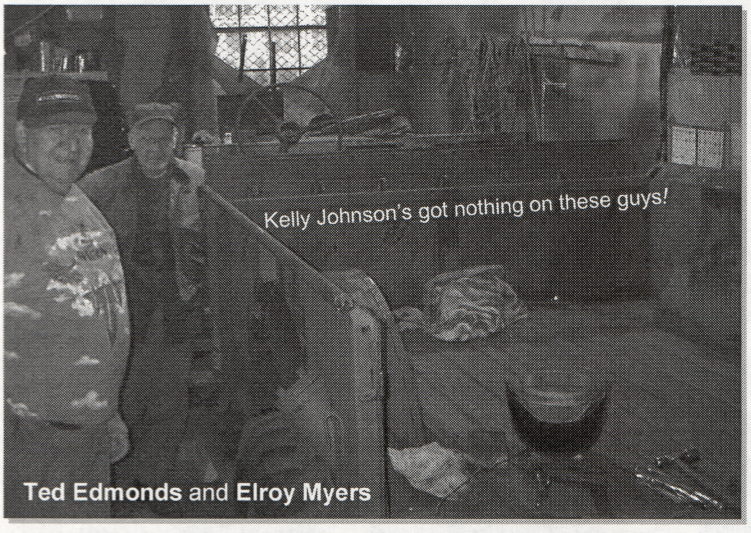
Stinson Program

Our 1943 gull-wing Stinson Reliant is undergoing its annual inspection with many improvements being planned by Crew Chief **"Gunner" Ingle**. First and foremost, the engine and propeller governor were sent out to be overhauled. During the inspection process conducted on the engine parts, it was discovered that the crankshaft was cracked. A new crankshaft will be installed. The starter has also been rebuilt. In addition to the normal items routinely inspected and repaired as necessary during the winter months, an engine pre-oiler will also be added. An engine pre-oiler is an electric oil pump that provides oil under pressure to vital engine parts prior to engine start-up. This "oil pressure in advance" system reduces scuffing of unlubricated metal parts before the engine-driven oil pump begins to develop oil pressure. An oil filter will also be installed on the rebuilt engine to filter out small particles that might cause premature wear. The engine fuel primer system is being relocated for ease of operation and safety. **Brian Moehring** and **Bob Bomar** are working on this system and they have also repaired the adjustment mechanisms on the front seats.

Stinson pilot applications are being accepted for the 2004 air-show season (May through October). Duties include piloting the Stinson Reliant to various air-shows and pancake breakfasts throughout the Great Lakes area and representing Yankee Air Museum at such events to recruit new members. Yankee Air Force flight uniforms, required accessories, and other personal expenses are not paid for by Yankee Air Force, Inc. Minimum pilot qualifications include at least a commercial pilot rating and a current medical certificate. Hourly flight requirements are 1,000 total hours, 500 hours in conventional geared aircraft (tailwheel), and 25 hours in type. Individuals not meeting the hourly requirement may also apply and will be considered on an individual basis. YAF members in good standing may send pilot resumes and copies of pilot certificates and current medical certificates to **Ray Hunter** at Yankee Air Museum

A ground school on Stinson aircraft systems and Yankee Air Force operations policies and procedures will be conducted on Saturday 3 April 2004 beginning at 9:00AM. Contact **Ray Hunter** for more information by e-mail:

HuntersofA2@aol.com



The guys in the YAF **SKONK WORKS** don't need a Pentagon-size budget to get things done. They use "backward stealth," turning what appears to be nothing into something that looks like—well, in this case—a weapons carrier. And they do it in their spare time when not working on our B-17. Their current project is restoration of a Dodge Power Wagon Weapons Carrier, a 3/4-ton military pick-up truck. It needs some attention: welding, grinding, sanding, and painting, among other things. When it is done (they figure this to be a two-year project) it will look every bit as good as the Jeep done previously.

Want to help out? Contact Yankee volunteer coordinator **Don Brackett** at (734) 483-4030 or e-mail **donb38@sbcglobal.net**. He will put you in touch with our experts in the Skonk Works to determine how and when you can best help. Odds are you'll report to the Skonk Works just northeast of our hangar where the crew works almost every Saturday.

Speaking of Yankee volunteers, we're still thinking about the very Merry Christmas party we had in December and wish to extend

A HATS-OFF THANK YOU

to Santa Claus **John Day** and his hardworking elves...

John Aldridge
Ken Aldridge
Carol Guenther
Keith Jones
Jane Spires
Neoma Stratton
Dave Stonoski

Of course, there was someone who wasn't able to make it to our Christmas party December 13th, but we did receive word that he was in good hands the morning after…

REUNION

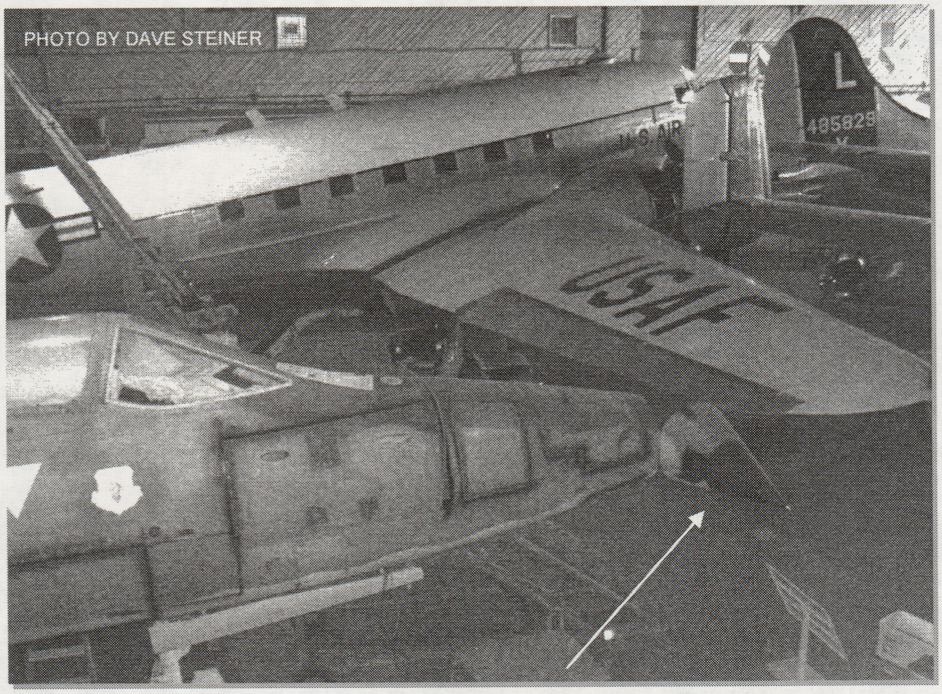
494th Bomb Group (H)
World War II
12-16 May 2004

Drawbridge Inn
Fort Mitchell KY 41017-3599

Contact:

Marshall Keller
7412-A Vassar Drive East
West Bloomfield MI 48322
(248) 626-3684
or
Eunice Goodrich
340 Country Club Drive
Mt. Vernon IA 52314
(319) 895-8162

The 494th Bomb Group flew B-24s with the 7th AF during World War II



Looks like swinging open the Thud's nose cone made room for the C-47 !

Think we don't need a bigger hangar?

Good thing the nose cone on the F-105 Thunderchief swings open! The *Thud* is being prepared for repainting in accordance with United States Air Force Museum guidelines. Actually on loan from the United States Air Force, as are many other aircraft here at Yankee Air Museum, our loaners must be maintained, as the USAF Museum has full authority to repossess them.

Our crew chiefs can always use more help sanding and bird-proofing the aircraft in preparation for repainting. Usually in the hangar on Tuesdays, Thursdays and Saturdays, they will likely find a way for you to help out. Please stop by!

RESTORATION UPDATE : F-105B Thunderchief

by ***Ernie Panizzoli*** Serial # 57-5793
Senior Life Member #5100 WR

Our members and readers may recall from previous articles that this serial number was removed from the USAF Museum, Dayton, Ohio, in June 1996. A 12-member Yankee Air Force team, with the assistance of a USAF Reservist, took five days to dismantle and load the aircraft onto two flatbed trailers for the journey to Willow Run Airport. Re-assembled, the plane was installed in the Yankee Air Park for static display. A crew chief was assigned, who then began a minimal clean-up and removal of damaged and rotted magnesium engine access panels. As the plane was outside, the work was difficult and slow. Subsequently space became available inside the hangar where current repair, corrosion control and restoration continue.

Many new aluminum parts have been manufactured by other crew and fiberglass parts have been repaired. New screws and other special hardware are replacing rusted pieces, with many more yet to do. With the available equipment and material flow, this crew is making a genuine effort to do a good job.

Some paint has been applied to the vertical stabilizer but more prepping is needed prior to additional painting. All paint on the aircraft is to government specification USAF color code and will be true and valid markings of its active service with the ***New Jersey Air National Guard***. This F-105B was flown by Major General Frank Gerard USAF (Retired). He is aware of its location and status and has made verbal contact with a long-standing Yankee member.

With the flying and show season finished, the aircraft were shifted and conveniently stacked in the hangar for winter repair and maintenance. The restoration will progress on the F-105B.

Our current hardworking *Thud* crew :

Simon Baseley
Joe Leugers
Leo Link
Elroy Myers
Lou VandenBosch
Ernie Panizzoli

Next issue: Our F-105 Thunderchief's history

WHAT'S HAPPENIN' IN YOUR HANGAR

FEBRUARY 2004

***Twelve O'Clock High* Movie & B-17 Bomber Tours**
Saturday, February 21st, 5:30 PM
Attendance limited to 100 places! Send in your reservations! See details on Page 3.

Wurtsmith Division's Annual Winter Dinner
Saturday, February 21st at *Wiltse's Brew Pub* in Oscoda, Michigan. $20 at the door.
For more information call (989) 739-7555.

***The Last Battle* Photo Exhibit by Tony Vaccaro**
62 black & white World War II photos plus the photographer's Argus C3 camera on display through February in the west upstairs gallery of our Hangar. Tony Vaccaro was a US Army infantryman with the 2nd Armored Division in Europe. He not only produced 8,000 wartime images, but went on to fame as a photojournalist for LIFE and LOOK magazines and was also the favorite portrait photographer of many celebrities.

MARCH 2004

National Youth Art Month
New art work every week from Willow Run Community Schools

Elementary students from five of Ypsilanti's Willow Run Community Schools will have their art work displayed in the west upstairs gallery of our Hangar as part of the 60th Anniversary of Willow Run (it didn't exist until Henry Ford built it). New pieces of art will be displayed each week in March from Cheny, Ford, Holmes, Kaiser, and Kettering Elementary Schools. Families of the young artists will be admitted on a special $5 family pass to tour the Yankee Air Museum and to view the art on display. FREE admission for our members.

American Aviation Historical Society Meeting
Saturday, March 20th, 7 PM in the Yankee Air Museum Meeting Room. FREE admission for everyone.
This month's program features slides of aircraft in unusual paint schemes. YAF membership not required.

APRIL 2004

Membership Recruitment Month
Recruit new members and be eligible for YAF Museum Store prizes and YAF airplane rides!
Read more about it in *Hangar Happenin's*, or contact **Brian Higgins**.

Polishing Party
Saturday, April 3rd, come on out at 9AM to help polish our flyable aircraft in preparation for the new air show season. Bring soft cloths and a small 5-ounce can of *Mothers Mag & Aluminum Polish*. FREE admission and LUNCH for every polisher! This is one of our most popular events, so don't miss it! It's a great opportunity to get up close and personal with the *Yankee Lady, Yankee Doodle Dandy* and *Yankee Warrior.*

***Thirty Seconds Over Tokyo* Movie & B-25 Bomber Tours**
Same great event as the B-17 tour and entertainment with admission charged for aircraft tour.
Date and details in next issue of *Hangar Happenin's.*

For more information about all our events call **(734) 483-4030 Ext 202**

The Room 216 Report

*by **Jon Stevens** L 4172 WR*

Sorry about missing last month's deadline, but getting sidelined by a sudden illness that day wasn't on my *to-do* list. Thanks a lot for your calls, cards and e-mails—they were appreciated. As planned for the January issue, I'd like to review 2003, and some of the high points and accomplishments we've made.

March brought one of my favorite events, the annual *Mutual Concerns of Air and Space Museums* conference, held by the American Association of Museums, in Washington, D.C.

Attendance was down this year, due to the economy, while interest in aviation was running higher than ever. Every museum represented had big plans for the year.

Having resolved our problems with the USMC Air-Ground Museum in Quantico, Virginia, Curator **Gayle Roberts-Walker** and I had a much improved meeting with their Aviation Curator, **Michael Starn**.

Memorial Day brought our 22nd Annual Pancake Breakfast, and our 2nd annual power outage. We *will* have back up generators on hand this year.

Ford Motor Company held their *Centennial Celebration* in June, and for the first time invited us to participate in one of their functions. **Ray Hunter** flew our Stinson V-77 over the Ford Proving Grounds in Dearborn (formerly Ford Airport), and several of us manned an exhibit there.

Over the 4th of July weekend, we held our first major off-site event, the *Grosse Ile Air Extravaganza*. While attendance wasn't what we had hoped (competition from the Selfridge's bi-annual air show and the closeness of our own August air display probably didn't help), the event taught us a lot.

We'll be presenting the *Air Extravaganza* again, but in late June this year. Between increasing the time between our two events, watching the expenses more tightly, and not having the Selfridge air show to contend with, we hope to make it a profitable event.

After an almost five-year restoration, our B-25 took to the skies again, on July 27th. With Chief Pilot **Tony Hurst**, SIC **Dave Sunday**, **Crew Chief** John Stahley, and **Ken Chio** on board, the '25 took off from Willow Run runway 23L. After making a couple passes over the field, they took off for their first test flight.

By the end of September, the bugs had been wrung out, and the airplane will be going to airshows, and offering FLEX rides next year. Again, our thanks go out to John, Ken, and the entire crew. *Good job, folks*!

Our biggest event at our Museum is the annual air display. Held this year over the weekend of August 8th - 10th, and with about 60 aircraft in the field (including *four* B-17s!), this year's *Thunder Over Michigan* was a big crowd pleaser.

With gate attendance around 25,000, excellent media coverage (including *17* pages in the November issue of *Air Classics* magazine!), and our largest symposium ever (you'll recall our speakers were WWII US aces and test pilots **Bud Anderson** and **Chuck Yeager**, and German ace **Günther Rall**), the event was very successful. Event coordinators **Mike Luther**, **Paul Draper** and **Kevin Walsh** hit another one out of the ballpark!

The problems with our air display that did come up were addressed at a well-attended meeting Saturday, August 23rd. A number of good suggestions were made, and many will be implemented at this year's event.

While working our booth at the *Ford Centennial Celebration*, **Bette Watson** and I were approached by Craig Schiller, Director of Operations for the *National Air Tour*.

Craig asked us if we would be willing to host a field of over 30 vintage aircraft, for the beginning and ending legs of their cross-country tour. With both the opportunity to gain more national exposure, and seeing some neat old airplanes close-up, we quickly said *yes*.

The take-off on September 8th was memorable, to say the least. Between hearing **Edsel Ford II** and **Erik Lindbergh** (each the grandson of an aviation pioneer) speak, and watching the planes take off, a lot of us were deeply moved by the event.

Their return on the 24th felt more like a homecoming than anything else. Having this many airplanes from the 1920s and '30s back in the hangar, on the ramp, and in the airpark, was wonderful. The fact that they flew in on their own accord seemed amazing.

We'll probably never see a collection like this one again, and to have hosted it was an honor.

In September, we also celebrated our Anniversary Weekend, and commemorated having flown our B-17 for over 1,000 hours since 1995. We celebrated with an afternoon barbecue for our volunteers, a specially frosted cake, and by presenting B-17 Crew Chief **Norm Ellickson** with a plaque.

Also in September, we opened our first incoming traveling exhibit, *The Last Battle*, photographed by **Tony Vaccaro**. The exhibit has been held over until the end of February, and I again encourage all of you to see it.

With the B-25 up and running well, that crew wanted another project to keep working on. In November, they started work on Willow Run's fifth flyable aircraft, the AT-11, which came to us from our now-defunct Wisconsin Stateline Division. The '11 is about 60% done, and should be flying in 3–4 years.

The Michigan Aviation Foundation, which we created to fund our expansion, and chaired by YAF founder **Dennis Norton**, has been busy this year. They are now fully operational, self-supporting and raising funds. As I said a year ago in this column, *the work that we need to do in partnership has begun*.

Two architectural firms (*URS* and *Quinn-Evans*) have been chosen to put together the master plan, and we're working internally to get them the information they need.

That internal effort is being handled by our Long-Range Planning Committee. Headed by Directors **Bill Colwell** and **Randy Hotton**, and myself, we're looking at our overall vision for the future, and what we consider to be our Museum's three critical areas for growth: public events, membership and volunteerism.

If you've been reading Randy's reports in *Hangar Happenin's*, you know we now have a full calendar, with monthly events throughout most of 2004.

We're also looking at expanding the number of membership categories, and for ways to better reward our active volunteers.

More details will be coming out over the next few months, and we look forward to hearing your input. In the meantime, I'd also like to thank **Bill Hanney**, **Brian Higgins**, **Casey Hines**, **Lisa Korzetz**, **Mary Jane Medlock**, **Gayle Roberts-Walker**, **Jane Spires**, **Dave Steiner**, **Dick Stewart**, **Neoma Stratton**, **Dan Tomczak**, and **Bill Weir** for their input and assistance in this project (if I've left out anyone, please let me know)!

Lastly, I want to explain a controversial decision that the board made at the November meeting. The rumor mill has gone full tilt on this one, and has been mostly incorrect, as usual.

Defining what constitutes "out-of-pocket expenses" has become a touchy subject this past year. While some of our volunteers can afford to take large amounts of time away from work, and pay for out of town trips and long distance phone calls, not everyone can. Those of us with "normal" 40+ hour per week jobs have bosses (and sometimes spouses) we have to answer to. When the time away from work or the expenses get to be too much, something has to give.

Due to the amount of time involved in the planning and execution of the Grosse Ile and Willow Run air events, I was approached by the event coordinators for some help. They had put so much time into these events last year, they had completely used up their vacation *and* sick time from work, and had even been docked in their pay.

After going around and around for three board meetings, we finally came up with a compromise that didn't satisfy everyone, but should make the best of a bad situation.

First, we set up an oversight committee (with open meetings), to coordinate the activities of the event coordinators, and get them the help they need before and during the events.

Secondly, for off-site meetings, they will be reimbursed 24¢ per mile, which is the difference between what the IRS allows for business and volunteer travel mileage.

Lastly, *if and only if* the time commitment of any of the guys is such that they should be docked for time again, they will then be reimbursed at the rate of $200 per day, for a maximum of 100 days.

For this reimbursement, each will have to prove any loss of pay, and show where they have previously used their vacation and sick time up to that point.

The goal here is to fairly cover these guys for their time commitment, *without* paying them any guaranteed set amount, or flat fee. The fact that none of us "working stiffs" would be able to take 6–7 weeks from work (and still keep our jobs), tells me that we'll come nowhere close to reaching the maximum. If we all do our jobs right, and get them the help they need, there won't be any need to reimburse them for time away from work. That's the goal, and we hope to stick as closely to it as we can.

As we grow and evolve in the next few years, we're going to have to make changes in what we do, and how we look at our operations. Sometimes the changes aren't going to be popular (as with this one), but being willing to change to better secure our long-term future is more important than just winning popularity contests. The important thing is that we listen to each other, and *all* of us keep open minds about the opinions and perspectives of other members.

As always, if you've got anything you'd like to discuss, please feel free to call me at **(248) 353-3384** or e-mail me at:

jon_stevens_77@worldnet.att.net

Until next month, let's keep talking and keeping 'em flying !

APRIL IS MEMBERSHIP RECRUITMENT MONTH

Norm Ellickson has a great idea for increasing our seriously low membership levels. I did what came naturally and I stole his idea, and here is the program.

During April we are asking each member to sign up at least one new member. We will put your name and the name of the new member in a hat for a drawing of some super prizes such as a flight experience, deluxe wood models of our aircraft, YAF official flight jackets, and more.

We depend upon government officials for permission to fly, aircraft, displays, and even for a place to hang our hats. Once again there is a new threat to keeping our aircraft in the air. At present we can write a letter which is read by a mail room clerk. Public officials look at organization memberships as blocks of voters. We must have enough members so that instead of writing a letter, our President is invited to meet with relevant officials. This is a super serious situation and we must double our present 3000 member roster so as to represent an impressive number of people. We are serious about this and giving you a month or so to develop candidates. We expect every member to participate. If you have passed away, then we are sorry to hear that, but still expect you to appoint a friend to recruit a new member. The first 144 will be guaranteed an attractive recruiter award pin. The prizes are the really good stuff. Help us save all aviation museums featuring flyable aircraft.

Thank you,

Brian Higgins

Dear Readers,

The staff of *Hangar Happenin's* strives to provide you with accurate news about your Museum and to feature fact-filled, sensibly written articles written by our members.

How do you feel about what you've read so far in this issue of *Hangar Happenin's*?

We felt pressured and rushed (even more than usual)!

Three *priority* articles in this issue were not submitted until the last minute (one was half an hour late) on our final deadline day. This caused major shuffling, and in the case of this February issue, called for the last-minute addition of four extra pages—not an easy task to accomplish just prior to going to the printshop.

As we prepare the articles provided each month, we often wish we had more time to devote to layout and content. When good material is available consistently and on time, it makes the job much easier for *Hangar Happenin's* all-volunteer staff.

Your articles are wanted and welcome. That's what makes ***Hangar Happenin's*** **The Newsletter of the Yankee Air Force**.

We're always working one month ahead; keep that in mind so your news can be published in the appropriate issue.

Please honor the following deadlines:

For ***next month's issue***,
deadline for pages 1-6
is before 12 Noon
on the first Saturday of ***this*** month.
For ***next month's issue***,
deadline for pages 7-12
is before 12 Noon
on the second Saturday of ***this*** month.

Please make sure to check your facts and sources. We can help with spelling, grammar, and punctuation, but we will NOT change your story. We trust you know your story and you're sticking to it! Any questions about your article will be forwarded to you.

WE WANT YOUR ARTICLE

We appreciate your Yankee membership and hope you enjoy its many benefits, especially reading ***Hangar Happenin's*** each month!

To submit an article, please stop by our *HH* office upstairs in Room 223. If we're not in, just drop your article in the door's mail slot. Include your name, phone number or e-mail address, and any photos we might scan to illustrate your news.

Thanks from your Hangar Happenin's Staff

REPORT / MEETING / LONG-RANGE PLANNING COMMITTEE

To best create a plan for directed and controlled growth, the Board of Governors last year formed a Long-Range Planning Committee (LRP). The committee's purpose is to envision what the museum will look like in 10 to 20 years.

The LRP sees 2004 as the year of transformation for Yankee Air Museum from its present operating structure to a newer, more workable one. As written in the first LRP column in the October 2003 issue of *Hangar Happenin's*, we have to move to a point where we can sustain our Museum without flyable aircraft income.

As the Director of Flight Operations and one of the YAM's pilots, there is no stronger supporter of the flyable aircraft program than I am—I sincerely hope that these airplanes are flying long after I personally can no longer fly. At the same time though, our flying could end at any time due to circumstances beyond our control. We all feel Yankee Air Museum is a fantastic organization with nearly unlimited potential. However, many of us believe that the present mode of operation limits our ability to reach our full potential. The new structure that we're proposing will capitalize upon our existing strengths, while building new ones. The proposed changes will bring Yankee Air Museum closer to the operating model of several of the more successful museums around the country. This movement into a new way of doing business is essential if our Foundation is to attract investors, and for our Museum to encourage new volunteers.

One of the changes the LRP believes must be made is the addition of selective paid staff. This is a controversial move, which flies in the face of our traditional volunteer mode of operation. While the volunteer program is still very strong here, volunteers do not serve all of our needs. Over the last few years, several roles that had been performed by volunteers have been taken over by paid employees. Our Museum Store staff, janitorial services, and Curator are now filled by paid staff, and each has been improved in the process.

The first full-time person recommended by the LRP is a salesperson to sell the expanded membership programs, tickets to YAM events (see *Hangar Happenin's* for a complete list of upcoming events), FLEX rides, and excursion trips. This person will also maintain the volunteer hours log, as well as handle telephone answering and call routing. Based upon the sales of memberships alone, the cost of a full-time person should be cost neutral, if not a profit center.

This is a very low-risk venture that could reap major benefits for the YAM, and should be given a seven-month trial (February through August) to test its feasibility. If this program is successful, it could easily be the source of revenue necessary to support the hiring of an Executive Director later in the year. It would also define the YAM as an organization positioned to move into the future, and worthy of the donations that the foundation is attempting to raise for our future capital program.

The YAM is at a crossroads. We strongly believe it cannot continue beyond the next few years in its present structure. To do nothing will seal the fate of the YAM. It is up to us to move forward into a new generation of YAM growth and realized potential.

There are *no* guarantees of the YAM's future, whether we take action or not. But at the same time, to do nothing guarantees that we *will* fail. By becoming a museum more typical of the successful museum model, we will become more attractive to the investors and volunteers needed to ensure our future. That is the direction we believe must be taken.

Randy Hotton

CONNIE'S CORNER

by
Connie Kosek

In answer to a fan's request for a photo, here's ***Connie*** *during Founders Day Weekend 2002 somewhere in Casablanca, Morocco, visiting longtime friend* ***Humphrey Bogart*** *with her husband* ***Joe Kosek****.*

FEBRUARY — the month of LOVE and PRESIDENTS — a time to show love and gratitude.

In my twelve years of writing for *Hangar Happenin's,* I often refer to our unsung heroes — those who did what they had to do while they were in the service during the wars, and then got on with their lives.

To name a few: Jackie Coogan is known for his acting as a child star in the silent movie of 1921 *The Kid* with Charlie Chaplin. He went on in life to marry Betty Grable. In World War II he enlisted in the Glider Corps. Coogan was involved in the Burma Campaign, hauling troops into the conflict called *Operation Broadway.* He came home in the post-war era and on television he found his niche as Uncle Fester with the *Addams Family*.

Bob Keeshan, better known as *Captain Kangaroo*, was a hero on Iwo Jima along with movie star Lee Marvin.

Ann-Margret, the movie star, entertained our troops in Vietnam with Bob Hope. Some years later while signing an autograph at a bookstore, a young man handed her a photograph he had personally taken of Ann-Margret and Bob Hope. She smiled and said, "This is one of my gentleman from Vietnam. I'm happy to sign this photo. I know what those men did for their country."

Now in 2004, I would like to tell you about a gentle giant, Fred Rogers of the children's television program that aired for over 30 years, *Mister Rogers' Neighborhood.* 'Mister Rogers' was another of those you would least suspect of being anything but what he portrayed to our youth. Fred Rogers was a US Navy Seal combat-proven in Vietnam with over 25 confirmed kills to his name. He wore a long-sleeve sweater to cover up the many tattoos and scars on his arms. He was a master in small weapons and hand-to-hand combat. He was able to disarm or kill in a heartbeat. He hid that away and won our hearts with his kindness, wit and charm. Fred Rogers passed away in the fall of 2003.

Our great Yankee Air Force Museum has many unsung heroes, people who help out in many capacities—both men and women—as volunteers. We love them all*!*

America's real heroes don't flaunt what they did. They go quietly about their day-to-day lives doing what they do best. They earned our respect and the freedoms we all enjoy.

Happy Valentine's Day !

Go With A Classic

What's more American than a blue denim shirt?

Our mail order long sleeve shirt is 100% cotton. All the seams are double-stitched. The pocket on the left chest and the collar are secured with wood-tone buttons. You choose the embroidered logo you want:

Each logo is embroidered on the left chest of the shirt using at least four different colors of thread. If you wish to personalize your shirt, we will embroider a name on the right chest at no extra charge. As a member, your price is $42.00, including UPS delivery. The shirt will arrive at your door step within 3 to 4 weeks.

Please print all the information we need legibly:

Name_____
Address _____
State _____ Zip Code _____

Telephone Number ( ) _____

Circle your logo choice:	Traditional Yankee Air Force	Flight Experience	Yankee Lady Nose Art
Circle the size you want:	Men's Large	Men's XL	Men's 2X

The name you want embroidered (optional): _____

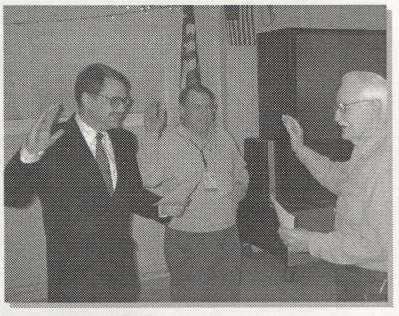
Make your $42.00 check payable to the **Yankee Air Museum.** Michigan residents must add $2.52 sales tax for a total of $44.52. Mail your check and this form to:

Mail Order Denim Shirt Offer
Yankee Air Museum Store
P.O. Box 590
Belleville, MI 48112-0590

2004

Officers and Board members sworn in

The YAF Board meeting of December 17, 2003, was like others in many respects but everyone in attendance and those who were being sworn in agreed that it was a special honor for the oath to be administered on the day of the 100th Anniversary of Powered Flight.



(LEFT TO RIGHT)
President **Jon Stevens** and new Vice-President **Dick Stewart** are sworn in by outgoing Vice-President **Bill Hanney**.

(LEFT TO RIGHT)
Dick Stewart takes his turn, swearing in board members **Bill Hanney, Brian Higgins, Dave Steiner** and **Bill Colwell**.

*Board member **Randy Hotton** proudly announced that his son Andy was signed off by the FAA instructor as a DC-9 Captain on December 17, 2003, the 100th Anniversary of Powered Flight.*

WEAR A PIECE OF HISTORY

FROM THE CURRENT OFFICIAL SUPPLIER OF THE A-2 TO USAF

(Beware of cheap knockoffs)

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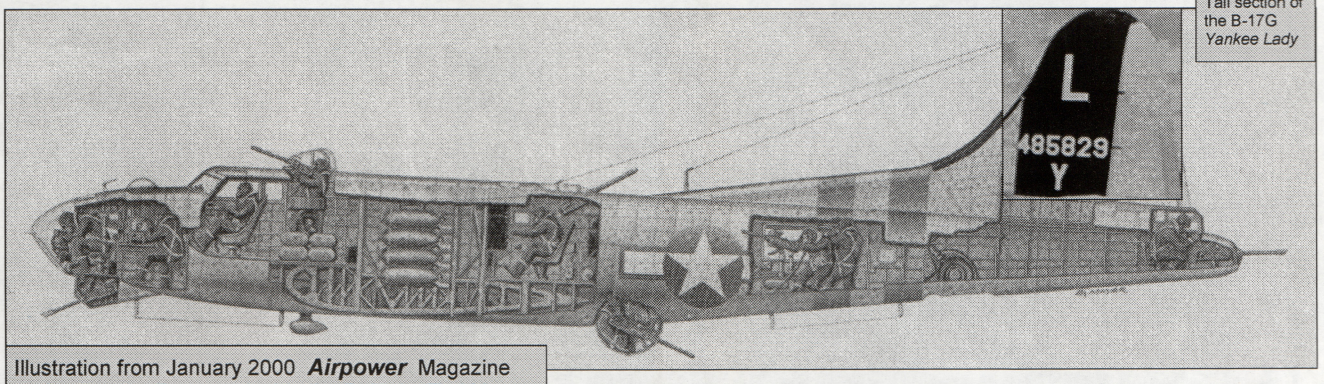

Inset :
Tail section of
the B-17G
Yankee Lady

Illustration from January 2000 ***Airpower*** Magazine
Defending the Fortress: Inside the B-17 by Ted Mayer

LEARN ABOUT EACH OF THE CREW STATIONS INSIDE A REAL FLYING FORTRESS !

Saturday, February 21st, following the showing of our fundraiser feature film **TWELVE O'CLOCK HIGH**, moviegoers will be given tours through our B-17G Flying Fortress *Yankee Lady.*

Plans are for B-17 veterans to be at each crew station inside to answer your questions and describe their roles in World War II.

Make your reservations now! See order form at the bottom of Page 3. **Members $5 Non-Members $10**

Next AAHS meeting—**American Aviation Historical Society**—at Yankee Air Museum
Saturday, March 20th, 7 PM featuring slides of special aircraft paint schemes!

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